

OSA 2459-63

7 May 1963

MEMORANDUM FOR : Assistant Deputy Director (Research)

SUBJECT : Bailment of P2V

REFERENCE : Memo for AAD/ORD from C/ORD/DDR Dated 24 April 1963; Subject: "Bailment of P2V to [redacted] (ORD 105-63)

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25X1A 1. I have investigated the subject of the acquisition of a P2V for bailment to [redacted] in connection with an ORD requirement. This appears to be no problem whatever. In fact with the cooperation received from the Navy, my major problem will be in keeping them from giving us one until we have our ducks in order. Salient facts are as follows:

25X1A a. [redacted] has located a P2V5F which is surplus to current Navy requirements and has recently been through IRAN, which can be made available to us in a matter of weeks. The P2V5F, while not the newest in the P2V series, was the first one in that type to be retrofitted with J-34 turbo-jet engines. As a matter of fact, you might be interested to know that Kelly Johnson did the engineering on the jet engine package for the P2V.

25X1A b. The aircraft in question can be loaned indefinitely to us by Navy without charge. Obviously, we would have to pick up the balance for actual operating costs. The loan to this Agency would be under the terms of the so-called Project [redacted] which is the Navy equivalent of [redacted] Aircraft spare parts will be furnished for this vehicle by Navy through normal logistics channels between CIA and Navy, also under Project [redacted]

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2. I have asked Kelly Johnson to furnish schematics on this aircraft to us, but for planning purposes the interior configuration is virtually identical with the P2V7U [REDACTED]

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subject, said that the P2V5F comes equipped with [REDACTED] which might alter ORD's requirement for a magnetometer. I am not sure though that Navy might not have some feelings about turning it over to a commercial outfit with this equipment installed.

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3. One thing to keep in mind is that in Kelly's view he feels that [REDACTED] should not be responsible for installing the electronics equipment, since this will put them in position where they must solve problems which are basically those of aerodynamics rather than instrumentation; i. e., changes in CG occasioned by positioning of new equipment, wiring problems, power loadings, etc. In Kelly's view it would be better to have Lockheed do the actual mods to the aircraft, which could then be turned over to [REDACTED] to operate--you know how Kelly is never too busy to obtain a little more business for LAC. I would appreciate a reaction to this proposal as soon as possible, since I find [REDACTED] tion with Navy if we do not accept their offer now that it has been firmly made.

1 - [REDACTED]
1 - [REDACTED]
1 - [REDACTED]
1 - [REDACTED]
1 - [REDACTED]
1 - [REDACTED]
1 - [REDACTED]
cc: AD/ORD
AD/OEL
AD/OPS

JAMES A. CUNNINGHAM, JR.
Deputy Assistant Director
(Special Activities)

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DAD/OSA Jr. /mm